Incorp Bur. Aer. Change #68 - Model PBY-5
#30 - Model PBY-5A

LET	ALTERATION	DATE	BY	LET	ALTERATION	DATE	BY
				AN	CHG'D 0430SD-4 RIVETS ON -8 TO SPOTWELDS		
				B	REMOVED ENTIRE REQ. PER AIRPLANE BLOCK COMPOSED OF -0, -8, ASSYS. REMOVED THE REQ. [illegible] OF 28-0-5029-[illegible], 28-0-5029-[illegible], 28-0-5029-8L, 28-0-5029-[illegible] REPLACED REQ PER AIRPLANE BLOCK WITH -6, PBY-5, 28-0-5015 (2); -7, PBY-5, 28-0-5015 (2); -8L/R, PBY-5, 28-0-5015 (2 EA) - -6, PBY-5A, 28-0-5015 (2) -7, PBY-5A, 28-0-5015 (2) -8L/R, PBY-5A, 28-0-5015 (2 EA) -6, PBY-5B, 28-0-5015 (2) -7, PBY-5B, 28-0-5015 (2) -8L/R PBY-5B, 28-0-5015 (2 EA) -6, 28-5AMN, 28-0-5015 (2) -7, 28-5AMN, 28-0-5015 (2 EA) -8L/R, 28-5AMN, 28-0-5015		

FLANGE SHOWN AS ON -7 PART IN THESE VIEWS (REF)

FLANGE (ALL AROUND AS SHOWN)

$\frac{5}{32}$ R. ALL AROUND

$4\frac{3}{16}$ — 7 — $1\frac{11}{32}$ — $\frac{1}{2}$ — $1\frac{1}{4}$ — $1\frac{11}{32}$ — 90° — $5\frac{11}{16}$R. — $1\frac{3}{8}$ — $6\frac{5}{8}$R. — $6\frac{7}{16}$R. — $1\frac{17}{32}$R. — $2\frac{13}{32}$ (REF) — $3\frac{7}{32}$ (REF) — $\frac{5}{8}$ — $24\frac{11}{16}$R. (APPROX) — $40\frac{5}{16}$R. (APPROX.) — $\frac{13}{32}$ — $10\frac{1}{2}$ — $3\frac{5}{32}$

THIS SECTION IS A PORTION OF AN ELIPSE (MAJOR AXIS 7) (MINOR AXIS $3\frac{3}{4}$)

FAIR BETWEEN $6\frac{7}{16}$R & $6\frac{5}{8}$R. ALONG 2" OF BOTTOM FLANGE. REMAINING PORTION OF BOTTOM FLANGE TO BE ON $6\frac{5}{8}$R

(-8L) SHOWN-SPOTWELD TO -6 (REF.)

(-8R) OPP. SPOTWELD TO -7 (REF.)

SPACE ALL SPOTWELDS APPROX. 1" O.C. DO NOT SPOTWELD ENDS OF -8 (REF) TO FLANGE

(A)

(-6) L.H. PART (-0 ASSY ONLY) SHOWN
TOP FLANGE ON -6 PART HAS BUMP - SEE DETAIL "A" (REF)

(-7) R.H. PART OPPOSITE TO -6 (REF) EXCEPT FOR BUMP (-2 ASSY ONLY)

B — B — $1\frac{1}{2}$ — $\frac{1}{2}$R — 2 — $41\frac{3}{16}$R (APPROX) — 12R (APPROX.) — $\frac{1}{2}$ — 2

A — A

VIEW B-B
(-6 ONLY SHOWN)

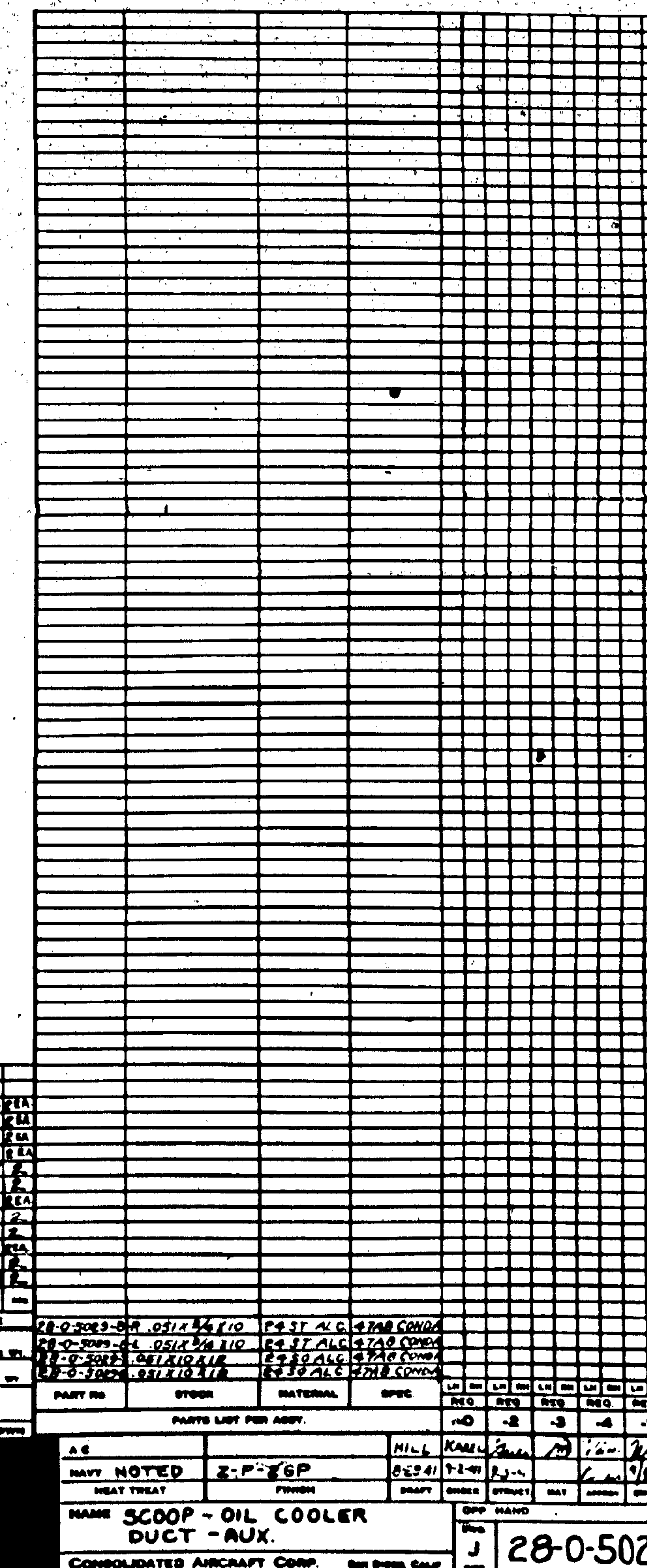
$2\frac{3}{16}$ — 1 — 1 — $\frac{5}{16}$ — $\frac{7}{16}$ — $\frac{1}{8}$ — $\frac{1}{4}$

VIEW A-A

FINISH CODE	
Z	ANODIC TREATMENT
P	PRIMER
AP	ALUMINIZED PRIMER
C	CADMIUM PLATE

NOTE: HEAT TREAT -6 & -7 PER SPEC 6R53

H 464



-8L/R	28-5AMN	28-0-5015	2EA
-7	28-5AMN	28-0-5015	2EA
-6	28-5AMN	28-0-5015	2EA
-8L/R	PBY-5B	28-0-5015	2EA
-7	PBY-5B	28-0-5015	2
-6	PBY-5B	28-0-5015	2
-8L/R	PBY-5A	28-0-5015	2EA
-7	PBY-5A	28-0-5015	2
-6	PBY-5A	28-0-5015	2
-8L/R	PBY-5	28-0-5015	2EA
-7	PBY-5	28-0-5015	2
-6	PBY-5	28-0-5015	2
ASSY DASH NO.	MODEL	NEXT ASSY	NO.

REQUIREMENTS FOR AIRPLANE

REPLACES — CALC. WT.
REPLACED BY — ACT. WT.
LIMIT OF DIMENSIONS UNLESS OTHERWISE SPECIFIED ± $\frac{1}{32}$ — SCALE 12" = 1'-0"
STAMP PART NUMBER WHERE SHOWN

PART NO.	STOCK	MATERIAL	SPEC
28-0-5029-8R	.051 X $\frac{3}{4}$ X 10	24 ST ALC	47A8 COND.
28-0-5029-8L	.051 X $\frac{3}{4}$ X 10	24 ST ALC	47A8 COND.
28-0-5029-7	.051 X 10 X 12	24 SO ALC	47A8 COND.
28-0-5029-6	.051 X 10 X 12	24 SO ALC	47A8 COND.

PARTS LIST PER ASSY. — REQ -0 — REQ -2 — REQ -3 — REQ -4 — REQ -5

A.C. — NAVY NOTED — HEAT TREAT — Z-P-Z6P — FINISH — HILL 8-29-41 DRAFT — CHECK 9-2-41 — STRUCT — MAT — APPROV — ENG

NAME SCOOP - OIL COOLER DUCT - AUX.

CONSOLIDATED AIRCRAFT CORP. San Diego, Calif.

OPP HAND — SIZE J — 28-0-5029

R 28-0-5029